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Hongkong Daily Press.

ESTABLISHED 1857.

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No. 14,311 號壹拾百叁千肆百零貳 日壹廿月十年亥十二緒光 HONGKONG, MONDAY, FEBRUARY 8TH, 1904 壹拜禮 號捌月貳年肆零百九千壹英海香 PRICE, \$3 PER MONTH

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12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
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Hongkong, 14th January, 1904.

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NEW PREMIER CYCLES. Best American
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Less old than the above.
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11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

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Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS
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A fine, full, and fruity wine.
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ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
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Hongkong, 21st December, 1903.

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HARD FELT HATS. SOFT FELT HATS.
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John's Lane Distillery, to be Whiskey Distillers to His Majesty in Ireland.
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Dec., 1903.
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15, Queen's Road,
Hongkong, 3rd February, 1904.

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WM. FARMER, Proprietor.
Canton, 6th February, 1904.

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Dining Accommodation for 300 persons.
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Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
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Electric Lighting and Electric Fans, if
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Hot and Cold Water throughout.
Wines and Groceries specially imported by
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Wines cooled by Hotel refrigerators.
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machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. H. YNES,
Manager.

THE PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
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A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
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HOTEL CRAIGIEBURN.
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Tram Terminus.
Tel. 56.
For Terms, apply to the
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Hongkong, 2nd July, 1900.

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Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
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(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hengsham*), daily to and
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Canton, give easy communication with both
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Cable Address—"Boa Vista."
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THE MANAGER.

NOTICE.
TO THE WEARIED.
THERE is no nicer place to spend a few
days in quiet rest than
MACAO,
And there is no more comfortable Hotel in the
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MACAO HOTEL.
WM. FARMER,
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Gives immediate relief and quickly cures all cases of Cough both in Adults and Children.

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Sportemen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

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CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, so often experienced in the cold weather here.

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NOTICE TO CORRESPONDENTS.

On the 15th February, AUGUSTA DELICIA DA SILVA, the beloved wife of EMILIANO DA SILVA, deeply regretted. Shanghai and Japan papers please copy. On the 16th December, 1903, at 9, Blackheath Hill, London, E.C. JOHN REEDERSON, late of I.M. Customs Service, China, and Weston-Super-Mare, aged 65 years.

DEATHS.

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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 8th FEBRUARY, 1904

An interesting discussion took place recently in Shanghai on the much-debated question of the proper limitations of municipal trading. The constitution of the Shanghai Municipality, developed as it was from slender conditions, has become crystallised on lines almost unique. The authority of the body of voters is direct and expressed in public concourse, where the citizens cast their votes, not as individuals, but according to the interests each represents. Thus an individual paying taxes on his residence in his own name would be entitled to one vote in respect thereto; but he may also as resident partner represent a mercantile firm, also paying taxes, in which case he has a vote in respect of this second interest; and furthermore he may be chairman or managing director of a local corporation or society, paying taxes as a separate institution, in which case as the representative of that interest he would be entitled to another vote. In appearance complicated, in practice the system is found to work without difficulty or friction, and provides for each interest having its due share of representation. For the due carrying out of the practical business of the Municipality a council of nine is annually elected, who form the executive, but who have no power of themselves to initiate any business, form any regulation binding on the community, or levy any taxes, all these being the prerogative of the ratepayers in public meet-

ing assembled, a prerogative jealously guarded. Now it so happened that in the year 1893 a private company formed for the purpose of electric lighting under a charter granted by the Municipality, found itself in difficulties, and offered its plant at what seemed at the time a reasonable rate to the community. A feeling of dissatisfaction with regard to the local Gas Company, which had up to that time had a practical monopoly of public lighting, prevailed generally throughout the community: a meeting of ratepayers was called, and after a prolonged discussion the Council was directed to purchase the undertaking, with all its rights and belongings. It was in the early days of electric lighting, and the plant soon showed itself inadequate; and here came in the inherent weakness of municipal administration. Rather than make a clean breast of it, and report to the ratepayers that the plant was antiquated and inadequate, the Council inaugurated a petty hand-to-mouth policy: new engines and machines were purchased from time to time, as chance offered or circumstances seemed to require, but no general plan was attempted towards a gradual renewal, nor did these odd purchases fit in with one another or in any way increase the utility of the entire. So little was this comprehended by the Council, that a few years ago in their annual report to the ratepayers, they actually took credit to themselves that they had twenty-six engines at their lighting station employed in the distribution of the lighting currents! The natural consequence of all this was on the one hand that the lighting was inefficient, and on the other that the indebtedness of the community on account of the Electric Lighting Department was found to be growing to dangerous proportions. At first, when the Council under instructions from the community took over the supply of electricity, there were no outside firms prepared to undertake the necessary work of wiring and providing fittings, and as a consequence the Council found it essential to import the required materials and fittings. Of late years, with the progress of electricity not only in the settlements, but throughout the Empire, a number of firms are prepared to undertake the business of supplying fittings of all sorts. The question has thus entered on a new phase, and becomes simply one of the advisability or the reverse of a municipality entering on a trading competition with its constituents, facilities being equal for either. Now it is quite true that at the moment many municipalities in Great Britain, and to a lesser extent elsewhere, do enter into many businesses hitherto not considered fit subjects for the investment of public funds of any description; and if we look into the private bills already intended to be presented to Parliament during the coming session we shall see that the tendency is growing. Thus we find the Leyton Urban Council, not content with applying for powers to construct tramways, proposing to deal in electric fittings, and to acquire, hold, and exercise patent rights. They also seek powers to provide recreation-grounds and refreshment-rooms, provide bands and organise games. Some of the Councils propose to go in for pension and retirement schemes which seem closely trading on businesses hitherto considered as of right associated with insurance and other financial associations. The Buxton Urban Council would go beyond even this: they desire to purchase from the Duke of Devonshire the mineral-water baths and manage them as a municipal concern, whilst Ealing wishes to take up the business of electric power supply, provide an overhead system of electric tramways, restrict the overhead wires of other people, and supply electric fittings—in fact undertake on a wholesale scale the business of universal electric contractors.

These are only a few of the latest developments of this latest phase of municipal trading, but they are sufficient to show that the matter is rapidly becoming one of grave importance. It is undeniable that certain undertakings in connection with municipalities must as a choice of evils be undertaken by the municipality itself. It would be quite within the power of a corporation, for instance, to save a good deal of money by collecting its taxes by contract, but the objections to farming taxes are so strong—objections, be it remarked, founded on actual experience—that no one in modern times has been found bold enough to suggest such a method of collection. So the construction of roads and ways has also recommended itself as a fit undertaking to be carried out by municipalities. As a general rule again, the supply of water, involving considerable interference with outside interests, has been generally found easiest of accomplishment when undertaken by the municipality itself

—and this the more so that the supply became not one for private adjustment, but compulsory, and so of necessity carried the right of taxation as contrasted with individual bargaining.

This last consideration, as to whether a supply is to be optional or enforced, though even it can hardly be carried to its extreme logical limits, affords in the minds of many the reasonable limit at which municipal trading should cease. Thus gas may fairly be held to rest on the borderland, so that the property of the manufacture and supply being undertaken by a municipality may well be left to decision in each individual case. So in the minds of most political economists there seem many and grave objections to the municipality undertaking the working of purely voluntary concerns, such as tramways, telephones, &c. Here the municipal venture comes into direct conflict with private enterprise. No one needs to ride on a tramway if otherwise inclined; and no one needs to send a telephonic message if he have any objection to do so. The usual explanation offered for the establishment of municipal enterprises of this nature is that taxation is relieved by the amount of the profit earned. Here again comes in the practical objection that municipal ventures of the sort, which as a matter of fact must fall into the hands of a paid official class, wanting as they do the great element of private success, immediate private interest, cannot be carried out so economically as private enterprises of similar nature. Recent disclosures of the methods of municipal finance certainly bear out this contention. Apart from, and beyond all this, there remains the question of how far a municipality is justified in competing with the earnings of its constituents; all are agreed that no municipality is concerned, or should be concerned, in advancing any private interest; sound finance also seemingly forbids a similar, detrimental interference. As yet it may be that the loss to private interests is comparatively insignificant, but if municipal trading is to increase in future at anything like its present rate, the question must ere long become a pressing one.

These were some of the questions laid before the ratepayers of Shanghai last month. It was noteworthy that the meeting deprecated the allusions to private interests made by some of the speakers, and preferred discussing it on public grounds; on these, as for the most part composed of men interested in large fiscal operations, it gave no uncertain answer, and it remains perfectly well understood that the matter decided was not the mere supply of electric fittings, but that the voice of the meeting was condemnatory of municipal trading as a whole.

The German Mail of the 6th January was delivered in London on the 5th inst.

The appointment of Dr. G. Krüger as Consul for Germany in Hongkong is notified in the *Gazette*.

The names of Messrs. A. E. Griffin and D. Macdonald have been added to the list of authorised architects in the Colony.

The Criminal Sessions will be held on Monday, 22nd inst., instead of Thursday, 18th inst., owing to the China New Year holidays.

An association is being formed in Belgium with a capital of 1,000,000 francs (about £160,000) to grow cotton in the Congo Free State.

It was announced in the Colony on Saturday that the Guaranty Trust Co. of New York had been absorbed by the International Bank.

It is notified in the *Gazette* that Hongkong has acceded to the International Sanitary Convention signed at Venice on the 19th March, 1897.

Lieutenant L. E. Crean, of the U. S. Philippine Scouts, is the latest officer in the Philippines to be charged with embezzlement of public funds. He is now under trial, but the amount of his defalcations is not mentioned.

Tuesday, the 16th inst., being a Bank Holiday, and Wednesday, the 17th inst., are declared public holidays; Monday, the 15th, will also be observed as a holiday in all Government departments except the Post Office, Harbour Office, Stamp Office, and Police Magistrate's Department.

A Chinese correspondent writes to us with reference to alleged discourtesy shown to him by a Chinese staff in the Hongkong and Shanghai Bank. Our correspondent should, we think, appeal to Mr. J. R. M. Smith before having recourse to the columns of the Press.

The following returns of the average amount of bank-notes in circulation and of specie in reserve in Hongkong during January are certified by the managers of the respective banks:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	£3,238,108	2,000,000
Hongkong and Shanghai Banking Corporation.	13,338,796	8,000,000
National Bank of China, Limited.	433,653	150,000
Total.	\$17,010,557	10,150,000

Ex-Governor Taft of the Philippines was sworn in as U.S. Secretary of War at Washington on the 2nd inst.

We see from a Straits paper that during the present snipe season in Perak, which is coming to a close, one sportsman reports having accounted for 48 birds with 52 shots. Can any Hongkong shot equal this?

An Australian telegram of the 15th ult. says:—To-day Lord Northcote will meet the retiring acting Governor-General, and Australia will be without a Governor-General ashore for about half-an-hour.

A great sensation has been caused by the alleged theft of several most important State documents from the desk of Prince Ferdinand of Bulgaria. These documents contain records of some of the strictest Palace secrets, which, it is feared, may now be divulged. Strenuous efforts are being made to discover the thieves, but it is believed the documents have been purchased at the instigation of the Russian Government.

The united council for the state suffrage of Victoria, Australia—not Hongkong—has issued an "appeal to the manhood of Victoria" to help in securing for women the right to vote at the State Parliamentary elections. The appeal is made, not only to the manhood, but to "patriotism, political honour, and self-respect" of the male voters, who are urged to protect the woman of Victoria from "insult and intellectual humiliation."

The Great Northern Telegraph Co. inform us that the Imperial Japanese Telegraph Administration notices that private telegrams emanating from Japan and Corea will only be accepted when written in clear Japanese, English, or French. Special exception is made as regards private telegrams handed in at Tokyo, Yokohama, and Kobe, which may be accepted in secret language (code) against production of the Code Vocabulary. Telegrams to Japan and Corea are not subject to any restriction, but can only be accepted at senders' risk.

It is stated in an Adelaide telegram that M. Pavloff, in a recent despatch, describes the Japanese as a superficially civilised people belonging, of right, to the middle ages, their barbarous instincts being hidden beneath a veneer of modern polish. This is good from a native of Russia, the greatest exponent of barbarism in Europe! M. Pavloff further states that if war is declared, the Russian fleet will employ Fabian tactics in crushing the vanquished vessels of their opponents; in other words will use every ingenious manoeuvre in avoiding a pitched battle at sea, unless, perhaps, Russia has a preponderating advantage in ships, guns, and men.

There must be very many in Hongkong who will have read with keen regret of the news of the death of Madame Antoinette Sterling, which reached here last week. By her death a very fine singer has been lost to the world. At a very early age she left America, her birth-place, and went to study in the best conservatories of Europe, making her debut in 1873, at the Riviere Promenade Concert. She soon gained wide fame as a ballad singer, her name being especially associated with the "Lost Chord" and "Call of the Heart." She was a keen supporter of social reform and temperance. Her earnestness and enthusiasm were very marked, and she was ever ready to lend her beautiful voice in the cause of charity, and who that has heard that voice can ever forget it?

Two circuses well known in Hongkong—Harrison's and Warren's—arrived in Bombay and fitted up their plant on the Maidan on the 19th ult. Warren's troupe opened with a crowded house that night. Harrison's, from Calcutta, opened the next day. The Municipality, however, served them with notices to quit at once, the material of the tents and other equipment being inflammable. There was great consternation among the circus proprietors, and the public were indignant. On the night of the opening performance, Mr. Benham manager of Warren's circus, was bitten by a Bengal tiger on the hand and had a finger taken off. The same day Zernoni, the lion-tamer, was mauled on the arm by the same tiger.

A Chungking despatch, says the *N. C. Daily News*, states that a number of wealthy gentry of Szechuen province have sent up to the Waiwupu a joint petition asking permission to organise a syndicate for the construction of a railway between Hankow and Chungking, the capital of Szechuen. The proposed capital is to be fifty million dollars, ten million to be subscribed by the members of the syndicate, ten million to be subscribed by shareholders in Szechuen, while shares representing the balance of thirty million dollars are to be put on the markets of Shanghai, Canton, Hankow, Anching, and other wealthy cities of the Empire. It is proposed to complete the line in five years and pay a royalty to Government of four-tenths of the profits accruing for the period of forty-five years, after which the line will revert to the Imperial Government. The estimated length of the line between Hankow and Chungking is about 4,200 li, and starting from Hankow it will pass through Ichang (Hupoh) and thence through the Szechuen cities of Wuhan, Yunyang, Wansien, Yümen, Chungking, Tatsien, Neichang, Tzeang, Chienchou, and Chungking. This will be the direction of the main, or trunk line. From Chungking there will be a branch line to Kuansien to the north-west of Chungking, and to Hanchou and Fuzhou to the south of that city. A receipt is now being awaited from Peking.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

THE NORTHERN CRISIS.

SINGAPORE, 6th February, 12.42 p.m.

JAPANESE AND BRITISH WARSHIPS.

The Japanese cruisers *Kasuga* and *Nisshin* left Singapore this morning. H.M.S. *King Alfred* has arrived.

REUTER'S SERVICE.

THE NORTHERN CRISIS.

LONDON, 4th February.

The Russian battleship *Orel*, the transport *Savotoff*, and three destroyers have left Suez for the Far East.

LONDON, 5th February.

Reuter's correspondent at Port Arthur wires that the Russian fleet put to sea at dawn on Wednesday and returned to the anchorage outside the harbour at 4 p.m. yesterday.

A conference of the Elder Statesmen of Japan was held yesterday, at which the Emperor was present. It is understood that a decision of the utmost importance was reached.

LATEL.

Russia's reply was forwarded yesterday to Admiral Alexieff, and if approved of by him, will be despatched to Tokyo, where it will arrive on Monday at the latest. The belief prevails in S. Petersburg that Russia does not concede to Japan's demands regarding Manchuria. The *Times* correspondent in S. Petersburg says that the Tsar's hesitation has been overcome and that Russia makes no concession.

GALES AND FLOODS IN ENGLAND.

LONDON, 4th February.

A tidal wave, accompanied by a gale, has swept both coasts of the Channel and caused enormous damage at Plymouth, Portsmouth, and Hastings. The quarters of London adjacent to the Thames are flooded, an earthquake has occurred at Jersey, and large tracts in England are submerged, especially in the Thames Valley, the result of incessant rains.

PARLIAMENT—RUSSIA IN MANCHURIA.

LONDON, 4th February.

In the House of Commons, Earl Percy said that frequent representations had been made to Russia regarding the delay in evacuating Manchuria, and also regarding the substitution of a Russian nominee for a member of the Maritime Customs at Newchwang.

MR. CHAMBERLAIN.

LONDON, 5th February.

Mr. Chamberlain is going for a two months' trip, it is believed to Egypt.

FREER'S FRIVOLITIES.

We learn that Mr. Freer has been specially engaged to give a private performance to-night at the Kowloon Dock. On Thursday he will entertain in Canton, and at the request of numerous Kowloon residents will give his farewell performance at the Victoria Recreation Club on Friday evening this week, when all the "tit-bits" of his two Frivolity programmes will be presented, including the *Electricity* one-man farce. Seats can be secured at Messrs. Watson's Kowloon Dispensary.

DEATH OF A LADY AT SEA.

The P. & O. steamer *Ceylon*, on arrival at Colombo recently from China, reported the death at sea when nearing Ceylon, of a passenger lady, Mrs. C. B. Quolob, from sprue. The deceased lady embarked on board the vessel at Shanghai in an extremely emaciated condition on January 2nd, as a first-class passenger for London, and was taking three of her children home, the two Misses and Master Quolob, the eldest aged 19, but she had been suffering for a year from sprue, or tropical sore-mouth, and succumbed to its effects on the 17th inst., when two days out from Penang. She was buried at sea the next day. The two grown-up daughters and the son continued their voyage homeward.

LATEST STEAMER MOVEMENTS.

STEAMER MOVEMENTS.

The M.M. steamer *Australien*, with the next French mail, left Saigon on the 6th inst., at 4 p.m. for this port.

The E. & A. steamer *Eastern*, from Sydney &c., left Port Darwin on the 5th inst. for this port (via Timor and Manila), and is due here on or about 17th inst.

The C. & M. steamer *Zafiro* left Manila on the 6th inst., at 11 a.m., and is due here this afternoon.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 6th at 11.50a. Barometric changes are slight.

Pressure is high over the Yellow Sea, and gradients continue slight to moderate with fresh monsoon in the Formosa Channel and N. part of the China Sea.

Forecast:—Fresh to Moderate N.E. winds; fair.

THE NORTHERN CRISIS.

Local news is limited with regard to the crisis; the following items are from Northern papers principally.

According to Japanese papers, Baron Sone, Finance Minister, is very anxious that the 6 per cent. war loan of 100,000,000 yen should be subscribed three or four times over, for the sake of the credit of Japan abroad, and that the bankers of Japan should do all they can to foster business enterprises during the war, so as to avert a possible economic panic.

A Russian Grand Duke informed the S. Petersburg correspondent of the *New York Herald* on the 10th ult. that the Tsar after much hesitation had decided to leave the issue in the Far East to Admiral Alexieff, his Viceroy, who was empowered to take hostile action when he saw fit.

It is stated that Japan has recently purchased 1,200 Whiteland torpedoes.

Reuter's Agency is said to have received an absolutely trustworthy assurance that the Triple Alliance will be neutral in the event of war between Russia and Japan.

The *Paris* (Paris) announces that Japan has purchased from the Argentine Republic the armoured cruisers *Garibaldi*, *Pueyrredon*, *San Martin*, and *General Belgrano*. These cruisers are similar in type to those recently purchased by Japan from the Argentine Republic.

An Imperial Japanese Ordinance recently issued promulgates a law relating to the conjunction of Government and private railways for military use. On the enforcement of this law, which takes place from the day of its issue, private railway companies, at the instance of the authorities concerned, must engage in military transportation according to the officially stipulated tariff. Any company director violating the new law is under penalty of imprisonment or fines.

The *Sinwawpoo* says that the Russian troops at Tientsin and Shachaiwan have been entirely transferred to Yinkow. Another batch of Russian troops numbering 6,500 is soon expected at Newchwang, and the *gambas* and shops at that port have been ordered by the Russian authorities to hoist the Russian ensign. And Newchwang is (still) a treaty port. The same paper also states that Russia's plan is to station troops next spring (Chinese Calendar) at Shachaiwan, Urga, Kalgan, and Peking. This plan was revealed to some Chinese by the Russians themselves. The *Sinwawpoo* hopes that the Chinese Government would do something to prevent them from carrying it out.

STREET NUISANCES IN HONGKONG.

The subject of street nuisances in Hongkong is one that has been often ventilated, and yet appears to require as much attention from the authorities as ever it did. Just the other day an European gentleman who was driving along the street in a *ricksha* was struck in the breast by the end of a bamboo carried by a careless coolie, with the result that the vehicle was overturned and he was thrown out and considerably bruised. Not only do these coolies carry bamboos and obstructive loads on the streets they also invade the footpaths. In England the chimney-sweeps used to be allowed to use the pathways, and it was no uncommon spectacle to see one of these black-visaged gentry suddenly turn round in his search for employment and turn his sooty ladder and brushes athwart the pavement in such a manner as to block the pedestrian traffic altogether. Now that has been prohibited; even millers are stopped from walking the footpaths and must resort to the carriage-road. Why does not the same regulation apply in Hongkong? Last week a coolie, grimy and nude, careered along the side-walk in Queen's Road, nearly opposite the Hongkong Hotel, carrying on his shoulders a bamboo with a basket containing market produce strung at each end of it. He was not walking, but going at a trot, and he collided with a lady who was looking into a shop-window. There was no policeman near to whom a complaint could be made. Such a thing ought not certainly to be allowed. Another nuisance which can only be remedied by increased police supervision and the imposition of some exemplary sentences at the Magistracy is the wearing of huge hats by Chinese using the footpaths. To walk along Queen's Road Central and to be compelled to force your way through a throng of evil-smelling coolies is disgusting enough and makes one sigh for the "stern logic of the bamboo" to which Mr. May referred the other day and which the Dutch in Java yet enforce. But to find it impossible merely to walk along without bobbing your head to one side and the other to prevent collision with a Chinaman's hat half the width of the entire pavement, is beyond all expression vexatious. Vehicle traffic, too, requires regulation on the lines of that adopted with excellent results in Singapore. That is with special reference to rickshas and chairs. There is one other class of vehicles, however, that by the way they are operated, menace the safety of the pedestrian, and those are the hand-carts or waggons used for the conveyance of heavy loads up the hill-streets. These are generally undisciplined and not unfrequently they break away down the incline, only to stop when the level is reached or some unfortunate person's house offends a substantial and effective ground of impact. Last week just such a wagon loaded with timber broke away in a hill street in Wanchai. In the course of its career down the slope to Queen's Road it knocked down two men, who had to be taken to hospital to get their hurts attended to. The culprits in this case were fined by the Magistracy and deserved all they got, but the real offenders are the employers who send out an insufficient number of coolies to man the trucks. The street nuisances of Hongkong certainly call for immediate police attention.

HONGKONG JOTTINGS.

I see that a highly respectable and staid Manila paper has unkindly been accused of "yellow journalism" for suggesting that Hongkong is in a state of excitement just now over the expected war. It is true that the respectable journal in question represented Hongkong in a sort of panic, with even civilian stirred to their depths; but after all that is only our contemporary's way of saying that we are rather anxious here to know what is going to happen. There is no doubt, however, that both naval and military authorities are showing abnormal activity just now. The strengthening of the Colony's defences may of course only be in accordance with the previous decision of the military authorities, and it must be remembered that we have a "new broom" in our present G. O. C., but certainly the process is being hastened, doubtless in connection with the crisis. (By the way I wish someone would invent a new word to take the place of "crisis"; it is almost as bad as the "war cloud"). As for the naval preparations, they have been going on before our eyes for weeks past. The outbreak of war, if it comes to-day—the last day of Russia's reply, according to Ruter—will not find us quite unready.

When I recalled the fact last week that nearly every Governor of the Colony has his memorial in the name of a street, the spirit moved me to add a few remarks on the room for improvement in our street nomenclature, but the exigencies of space obliged me to postpone those remarks. I had intended among other questions to ask why it was necessary to give to streets in Kowloon names which are already borne by streets in Hongkong. Des Vaux Road and Robinson Road, Kowloon, might with advantage be renamed, and an opportunity would thus be afforded of carrying out the suggestion made by "L" in a letter to the *Daily Press* last week, in which the writer lamented the absence of any memorial in our Colony, in the street nomenclature or otherwise, of the services rendered to Hongkong and to British interests generally in China by Sir Harry Parkes. I am thoroughly in accord with the sentiments expressed in the letter, for Sir Harry Parkes, above all servants of the Crown whose names are linked with affairs in China, deserves to be remembered. Everybody who is acquainted with the life of Sir Harry—whether it is not Sir Harry Parkes—will surely welcome the suggestion made in the leading article of Saturday's *Daily Press* that a statue be erected in his honour either in Hongkong or Kowloon by public subscription. No man more richly deserves that honour, and I trust that the proposal will meet with support from the British community.

In the interests of historical accuracy, may I venture to say, Mr. Editor, that the *Daily Press* leader of Saturday is not strictly correct in describing Parkes' connection with Kowloon. "L" was quite right in saying that Parkes was instrumental in getting a lease of the territory. He may also have subsequently been instrumental in getting the territory ceded in perpetuity to the British crown, but his biographer does not afford any information on the point. It may interest many readers if I briefly state how Parkes came to be thus prominently associated with Kowloon. It was in 1860, when Sir Hercules Robinson was Governor of Hongkong and when military operations were in progress up North. This is what Parkes' biographer has to say on the subject—

"The very first letter of this interesting correspondence [Parkes to his wife] notices an important stop which was taken at Parkes' suggestion; this was the lease of the Kowloon peninsula opposite Hong Kong by the British Government. Kowloon was the inevitable refuge of the pirates, robbers, and criminals in general who infested the bays, and its possession was almost essential to Hongkong on military as well as civil grounds. Its sandy plain was also wanted immediately for quartering the troops which were destined for the attack on Peking; and nothing could be odder than that the local Chinese should lend it for such a purpose. It needed an intimate knowledge of their notions to conceive such a scheme, and the commanders from England would not have been so natural and practicable thing in the world, and far preferable to existing animosity by forcibly taking possession of the land. He was in consultation on 16th March [1860], he tells his wife, about the Kowloon project with the General and Sir Hercules Robinson. "After hearing what I had to say, both Sir H. Robinson and Sir Hope Grant came round to my way of thinking as to the desirability of getting a lease of Kowloon, although they had already begun to land troops."

In a subsequent letter Parkes mentions that he settled the matter at Canton much to the satisfaction of the General and that of Sir Hercules Robinson. The latter wrote to Parkes thanking him for "the very satisfactory arrangement you have succeeded in carrying out as to Kowloon." "We are now," added Sir H. Robinson, "in the best position we can be in, short of a cession, and in forwarding the official correspondence to the Duke of Newcastle I shall not fail to point out that we are indebted for this to the tact and skill with which you have conducted the negotiations." Yet neither Hongkong nor Kowloon possesses a memorial in any shape or form in honour of the man to whom we owe this debt. Parkes foresaw the eventual cession of the peninsula, for he wrote in one of his letters: "Had to draw up a deed of lease and a proclamation relative to Kowloon, and, in a word, to carry into execution the arrangement of yesterday. These matters

occupied me the greater part of the day, but I was rewarded in the evening by signing, sealing, and delivering, I to Lord and Lord to me, the desired deed of lease, which settled the Kowloon question until the peninsula can be altogether ceded to us; which will be the next step, I doubt not." This prophecy came true in the following year, 1861.

It has been reported that Sir Matthew Nathan, our new Governor, will not reach us for another seven months—not until September next. Mr. May will therefore have quite an extended term of administration. Hongkong is glad to have so well tried an official at the head of its affairs.

I notice the A.D.C. has withdrawn the projected performance of *His Excellency* on the 17th inst., that day being Ash Wednesday. This graceful acceptance of the hint, of a correspondent, and the action upon it, will no doubt be appreciated by those most interested, and, if that be possible, render the Hongkong A.D.C. even more popular than ever.

A correspondent signing himself "Master" writes:—"Having read your small paragraph some time back with reference to the desirability of shippers taking the dog-watch, I should like to make a few remarks on the same subject, being a shipmaster myself. I quite agree with Captain No. 1, and I think all masters carrying only two mates ought to keep the first dog-watch at least from 4 till 6 p.m., thereby giving the officer keeping the eight-hours' night watch eight hours' rest before going on watch. This would guarantee a most efficient watch, and the captain would be able to get an appetite for his dinner just as well walking the bridge for two hours as walking the quarter-deck. Of course I would not make this a strict rule, for when on the coast the captain is very often on deck the best part of the night, and on such occasions as these he certainly ought to be exempt."

Hongkong will have a good opportunity to-night of hearing some more about the Fiscal question, for Mr. Haskell is going to address the Odd Volumes on the subject, and a debate will follow. I shall be surprised if there is not a good attendance.

BANYAN.

CORRESPONDENCE.

JAPAN'S OPEN PORTS.

TO THE EDITOR OF THE "DAILY PRESS"

Anping, 31st January, 1904.

Sir,—The *China Mail* makes the following statement in its issue of the 12th inst.:—"The trade between Formosa and Japan is considered as coastwise trade, and only Japanese vessels may engage in it. While the Japanese Government prevents a British vessel from making a voyage between Tamsui and Nagasaki or any other port in Japan, we find the subsidised steamers of the Nippon Yusen Kaisha, in common with the vessels of other nationalities, carrying freight and passengers from Hongkong to London, touching chiefly at British ports en route."

Article XI of the Anglo-Japanese Treaty deals with the subject as follows:—"And a British vessel laden in a foreign country with cargo destined for two or more ports in the dominions and possessions of His Majesty the Emperor of Japan, may discharge a portion of her cargo at one port and continue her voyage to the other port or ports of destination where foreign trade is permitted, for the purpose of landing the remainder of her original cargo there, subject always to the laws and Customs House regulations of the two countries. The Japanese Government, however, agrees to allow British vessels to continue, as heretofore, for the period of the duration of the present treaty, to carry cargo between the existing open ports of the empire, excepting to or from the ports of Osaka, Nagasaki, and Etsu-minato."

The existing open ports of Formosa were Takao, Anping (Mitsushima), Tamsui, Keelung. The Anglo-Japanese Treaty was signed and ratified before the annexation of Formosa. The Austro-Hungarian Treaty was ratified after the said annexation had taken place and under the most-favoured-nation clause Great Britain has the same rights as Austro-Hungary. This must be mentioned, as it was said that the Japanese Government intended to recognise only the former open ports of old Japan and not Formosa open ports, as these could not have been meant by the signatories of the treaty. But apart from the fact that the Austro-Hungarian treaty was ratified after the annexation of Formosa, it could not logically be entertained that the portion of the treaty prohibiting coastwise trade to foreign flags refers also to the Formosa coast, whilst the portion dealing with the exceptions does not refer to the Formosa coast or the Formosa open ports. In fact, cargo from South Formosa to Japan has been taken by foreign steamers since the new treaty came in force.—Yours, &c.,

R. N. OHLEY,

Agent, Tai and Co.,

Anping and Takao.

CRICKET.

H.K.C.C. V. THE NAVY.

The Club should have gained another very easy victory on this match on Saturday, thanks to some good level scoring on the part of their five bats and the bowling of Soremba Smiths but owing to the usual unpunctual start the Navy managed to keep the tenth wicket intact and the game was drawn. Turner (who was the Club captain on this occasion) won the toss and took H. Hancock to the wicket with him. Hancock scored the faster of the two and made 37 out of the first 66 when Harris bowled him. Turner left at 84, and Dixon and Heath then came together for a big stand. Boundaries were frequent and all bowlers alike came in for rough treatment. The Naval attack was poor, and the batsmen took many liberties. It was not until 169 runs had been added that the third wicket fell, Dixon having scored 63, including 12 fours. Heath followed him 12 runs later, his 56 including 10 boundaries. Doran did nothing, but Soremba Smith put on some runs and was 28, not out, when it was decided to close the innings at 234 for 5 wickets. When the Navy went in, a fair score looked possible at first, for Campbell kept on the defensive while

Garde scored in his usual manner. However, the stand only lasted into the ninth over, when Dixon got rid of Garde, who had 27 to his credit out of 32. Campbell left next over, Moray followed 7 runs later, and the "rot" continued until 6 wickets were down for 66. Then Raymont found Garde to stay with him, and 25 runs were put on before the former left. Garde was out at 100 and put on 21 runs in all, before Blair was dismissed. Harris survived the completion of Soremba Smith's over, and the game was drawn. Scores and analysis:—

H.K.C.C.					
W. O. D. Turner, c and b Moray	43				
H. Hancock, b Harris	37				
F. T. Dixon, c and b Moray	28				
Lieut. Heath, b Harris	23				
T. Soremba Smith, not out	28				
Lieut. Doran, b Harris	5				
A. G. Ward, not out	1				
Extras	1				
Total (5 wickets)	234				

* Innings declared closed. Capt. Davies, R. Pen. Soreby, A. Mackenzie, and Walter Dixon did not bat.

THE NAVY.					
Lieut. R. Garde, R.N. (capt.), b J. T. Dixon	27				
Campbell, R.N., c and b Smith	5				
F. L. Moray, R.N., run out	0				
Raymont, R.N., c and b Smith	23				
Lieut. Com. Farquhar, R.N., b Mackenzie	1				
Lieut. Gibson, R.N., b Mackenzie	9				
Com. Shollard, R.N., b w. b Hancock	0				
Lieut. J. Garde, R.N., c and b Harris	15				
Sergeant Horley, R.N., not out	12				
Lieut. Blair, R.N., b Smith	15				
Capt. Harris, R.N.A., not out	6				
Extras	6				
Total (9 wickets)	119				

BOWLING ANALYSIS.

H.K.C.C.	O.	M.	R.	W.
Gurner	6	1	38	0
Gibson	2	0	19	0
Moray	14	3	51	2
Harris	13	1	20	3
Farquhar	4	0	16	0
Campbell	4	0	20	0
Raymont	3	0	33	0
THE NAVY.	O.	M.	R.	W.
J. T. Dixon	12	6	30	1
Smith	15	3	43	4
Mackenzie	4	0	31	2
Hancock	4	0	9	1

CIVIL SERVICE C.C. V. H.K.C.C. RESERVES.—This League match on Saturday ended in a win for the Club Reserves by 38 runs, a welcome improvement in form for the winners. The Rev. C. H. Hickling carried his bat almost through the innings for a most meritorious 25, and when the Civil Service went in Rutherford's bowling proved far too good for the batsmen. Scores and analysis:—

H.K.C.C.					
D. Piper, b Jackman	14				
P. R. Wolf, l.b.w., b Lambie	13				
R. C. Hickling, not out	25				
N. H. Rutherford, b Jackman	3				
J. Hooper, b Lambie	3				
G. Grimble, hit wicket, b Jackman	5				
C. Gray, b Rutherford	1				
C. P. Chatter, b Rutherford	7				
G. P. Lammer, c Robins, b Lambie	0				
F. Lammer, b Lambie	16				
P. W. Goldring, l.b.w., b Lambie	1				
Extras	5				
Total	93				

CIVIL SERVICE C.C.	O.	M.	R.	W.
G. A. Woodcock, b Rutherford	12	2	37	3
H. C. Wickham, b Rutherford	12	2	37	3
Hon. Dr. Atkinson, b G. P. Lammer	4	0	10	0
A. G. M. Fletcher, c Piper, b Rutherford	4	0	10	0
P. T. Lambie, c Hickling, b Rutherford	4	0	10	0
J. Dorey, b Rutherford	0			
H. T. Jackman, b Rutherford	0			
L. E. Brett, b F. Lammer	11			
J. Lander, b Rutherford	0			
W. H. Woolley, c Piper, b G. P. Lammer	10			
F. T. Raine, not out	6			
Extras	4			
Total	55			

BOWLING ANALYSIS.

H.K.C.C.	O.	M.	R.	W.
Jackman	11	2	37	3
Lambie	12	2	37	3
Wickham	12	2	37	3
CIVIL SERVICE C.C.	O.	M.	R.	W.
Rutherford	12	2	37	3
G. P. Lammer	9	2	24	2
F. Lammer	5	0	7	1

PARADE C.C. V. CRAIGENPOWER C.C. A League match between the above Clubs was played on Saturday and was won by Craigenpower C.C. by 39 runs. Scores and analysis:—

PARADE C.C.					
R. B. Cooper, c M. P. Asper, b Lammer	1				
J. N. White, c Lammer, b Brown	8				
H. G. Gidd, c M. E. Asper, b Lammer	1				
J. H. Ruttonjee, c Rose, b Lammer	0				
J. D. R. Brown, b Brown	15				
D. R. (capt.), b Lammer	6				
J. A. Chatter, c Kinnaird, b Lammer	0				
P. Bojone, c Hartman, b Lammer	2				
M. D. Vania, b Lammer	0				
K. D. Mistry, b Brown	1				
C. B. Merewalla, not out	5				
Extras	5				
Total	42				

CRAIGENPOWER C.C.					
A. O. Brown, b Ruttonjee	23				
D. D. Kinnaird, b Ruttonjee	3				
J. Craig, b Ruttonjee	8				
M. P. Asper, b Ruttonjee	9				
L. E. Rose, run out	0				
L. E. Lammer, b Ruttonjee	12				
H. Hartman, c and b Ruttonjee	3				
J. L. Stuart, c Captain, b Ruttonjee	1				
F. Rapp, c and b Ruttonjee	5				
H. B. Ruttonjee, not out	3				
J. Pestonjee, not out	3				
Extras	7				
Total	51				

BOWLING ANALYSIS.

PARADE C.C.	O.	M.	R.	W.
Brown	6	1	16	7
Lammer	8	1	16	7
CRAIGENPOWER C.C.	O.	M.	R.	W.
Ruttonjee	12	3	25	6
Ruttonjee	12	1	45	8

The following is the state of the League table now:

Played.	Won.	Lost.	Draws.	Points.
A.O.C.	11	10	1	30
Civil Service	10	7	2	22
Craigenpower	11	6	3	20
R.E.	9	5	4	15
H.K.C.C. "A"	7	4	0	12
H.K.C.C. "B"	2	2	0	6
R.A.M.C.	9	1	7	4
Parades	9	1	8	0

R.E. V. C.P.E.

The Royal Engineers and a team from the C.P.E. boats won in harbour met on Saturday in the Happy Valley. A most exciting contest was witnessed, the R.E. making 103 (Will 20, L. Chesney 20, and Melbourne 10, not out) while the C.P.E. men managed to make just one more run (Oxide and Upton 23 each, Phillips 11, Wynne 15). Greenstock and Rademacher bowled well for the winners.

The Patents—Macniven & Cameron, Limited deserve A NATIONAL MEMORIAL for their excellent invention, "Dover Chronicle." THE WATKINS PEN. THE PROCTOR PEN. THE OWN PEN. THE HINDS PEN. Sold at all Stationers. Watkyns Works Edinburgh. (402—2)

THE HONGKONG RACES.

SATURDAY'S TRAINING.

Training on Saturday was proceeded with at Happy Valley, H.E. Mr. May, C.M.G., and a good attendance being present. Rocket's performance was considered very good, but Nares was not ridden, two mafiosos chasing him around the field. It is to be hoped that Nares, for the safety of the other ponies and riders, is not to be allowed to race. He travels sideways like a crab, in the most extraordinary manner, and the brute is absolutely uncontrollable. Some times were as follows:—

Starting, 11 miles:—45, 1.21, 1.56, 2.30, 2.38, 3.39.

Primo, 11 miles, last 1/4:—32, 1.05.

Day Break and Discovery, 1 mile:—34, 1.09, 1.45, 2.17. Discovery first.

The Crew, 14 miles:—35, 1.09, 1.41, 2.17, 2.53.

Algerine, 11 miles, last 1/4:—33. Full time:—3.30.

Vancouver, 14 miles, last 1/4:—39, 1.14, 1.50, 2.25, 2.57.

Bare Rose, 14 miles:—40, 1.17, 1.53, 2.25, 3.02, 3.37, 4.09.

Pandora, 13 miles:—40, 1.16, 1.51, 2.27, 3.03, 3.37.

Rebel King, 14 miles:—40, 1.15, 1.52, 2.28, 3.03, 3.36.

School Girl, 1 mile:—31, 1.02, 1.35, 2.04.

Remnant, 1 mile, last 1/4:—30, 1.01, 1.28.

Ranaway Girl, 14 miles:—36, 1.10, 1.44, 2.16, 2.45.

Che Tai, 14 miles:—40, 1.07, 1.45, 2.15, 2.45.

Totida, 14 miles, last 1/4:—36, 1.08.

Rocket, 1 mile:—37, 1.12, 1.47, 2.23, 2.59.

3.32.

Huron, 1 mile, last 1/4:—35, 1.10, 1.45.

Dormouse, 1 mile:—34, 1.09, 1.44, 2.17.

Aladdin, 14 miles:—37, 1.12, 1.46, 2.20, 2.57, 3.30.

Coronet Rose, 14 miles:—40, 1.15, 1.50, 2.23, 2.55.

Quebec, 14 miles:—38, 1.13, 1.42, 2.21, 2.57, 3.31.

La France Rose, 14 miles:—40, 1.15, 1.48, 2.23, 2.57, 3.29.

Zoufali, 14 miles:—36, 1.10, 1.50, 2.26, 2.59.

Spiral, 1 mile:—40, 1.20, 1.56, 2.29.

Go Canny and Benroy, 14 miles:—34, 1.06, 1.41.

Culze, 14 miles:—37, 1.13, 1.49, 2.18, 2.52.

Fiscal, 1 mile:—38, 1.12, 1.43.

Sylph Rose, 14 miles:—39, 1.18, 1.55, 2.29, 3.02.

Alarm, 14 miles:—37, 1.13, 1.50, 2.26, 3.01.

Havero, 14 miles:—33, 1.05.

Lumberman, 14 miles:—39, 1.16, 1.56, 2.26.

Tetotum, 14 miles:—37, 1.10, 1.42.

Doris Castle, 1 mile:—33, 1.08, 1.43, 2.19.

FOOTBALL.

H.K.F.C. V. SHERWOOD FORESTERS.

A friendly game was contested by the Club and Sherwood Foresters at Happy Valley on Saturday. The Club kicked off against the wind, making a rush with quick passes, promptly put a stop to by the soldiers, who lost no time in attacking. The Club got away at last, and Williams, the Club's outside right, passed to Bonner, who made a good shot, but hit the crossbar. After a second goal-kick by the Sherwoods that team carried the ball down the right wing, terminating the run by successfully passing the Club back; the shot for goal was a little wide. The Sherwoods shortly afterwards gave Kew an opportunity to stop the ball with his foot. Again they shot for goal, the ball this time going behind out of Kew's hands. After the corner-kick the Club got a look in, and Bonnar did some pretty dodging on the left wing. Eventually the Sherwoods sent the ball back with a high kick, and this time a goal by Bishop resulted, great applause being given by the spectators. Another attack was made, and though parried for some time the ball was driven home by Boreford from close quarters. Next Cooper and Williams were loudly applauded for some skillful work on the right wing, but a shot by Williams from corner was too difficult. The Club showed a great improvement, and maintained a stiff attack on the soldiers. On two occasions the Sherwoods' goal-keeper had kicks, once from a ball sent behind by Bonnar, and the other time by Cooper. Then a penalty was given against the Club, Goldber being fouled; Bishop put the ball in goal. After some very skilful play by both teams the Sherwoods got away, Burden shooting high. A free kick was given

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. H. S. 5th St. Libby's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.
In the Matter of H. P. & Co.
(in Liquidation).

SEVEN Cases OPIUM on the ten previously indicated will be put up for Sale by Public Auction to be held at the BASQUE DE LINDO-CHINE, in Shanghai, (an on, on WEDNESDAY, 10th FEBRUARY Next, at 2 P.M.

For particulars apply to the FRENCH CONSULATE at Canton.

Canton, 5th February, 1904. [455]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10% or \$1.50 per Share, declared at the Ordinary Half Yearly Meeting of Shareholders, held this Day, will be Payable at the Hongkong and Shanghai Banking Corporation, on and after MONDAY, the 8th FEBRUARY, 1904.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 6th February, 1904. [456]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 12th FEBRUARY, 1904, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, A NUMBER OF VALUABLE LAW BOOKS.

TERMS:—As Customers.

Catalogues will be sent on application. On View from Thursday, the 11th February.

GEORGE P. LAMBERT,
Auctioneer.

Hongkong, 8th February, 1904. [457]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY).
23rd, 24th, 25th and 27th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD., or at the Gate. Price \$7 for the Meeting (excluding the OFF-DAY), or \$3 per day. Tickets for the OFF-DAY, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1904. [458]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races of the 23rd, 24th, 25th and 27th inst.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after MONDAY, 15th inst.

All Tickets must be produced to gain admission.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1904. [459]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE at the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Undersigned between MONDAY, 15th, and SATURDAY, 26th inst.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1904. [460]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship
"HAILONG."
Captain Gibson, will be despatched for the above port TO-DAY, the 8th inst., at 1 P.M.

For Freight or Passage, apply to
DOUGLAS LARBAK & CO.,
General Managers.

Hongkong, 8th February, 1904. [461]

"SHIRE" LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
The Company's Steamship
"MERIONETHSHIRE."
Captain G. C. Cundy, will be despatched for the above ports TO-DAY, the 8th inst., at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 8th February, 1904. [462]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENGLOBE."
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th January, 1903. [454]

NEW ADVERTISEMENT

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BORNEO."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY, the 6th inst.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th February, 1904. [1]

ENTERTAINMENTS

THEATRE ROYAL.
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB
will give Four Performances of
"THE COMIC OPERA
"HIS EXCELLENCY."
Written by W. S. GILBERT.
Music composed by Dr. OSWUND CARR,
on
SATURDAY, 13th FEBRUARY.
THURSDAY, 18th "
FRIDAY, 19th "
SATURDAY, 20th "
Commencing each Evening at 9 P.M., precisely.

Dress Circle \$3
Stalls 3
Pit Stalls 2
Pit 1
No HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, FEBRUARY 8th, at 10 A.M.

Booking Office will be opened daily from that date from 10 A.M. to 4 P.M.

Late Tickets will run a quarter of an hour after the fall of the curtain.

Hongkong, 6th February, 1904. [319]

KOWLOON.

BY GENERAL DESIRE.
THE GREAT FREEER
will appear in his Famous
"FRIVOLITIES,"
at the
VICTORIA RECREATION CLUB.

Kowloon.
on FRIDAY, FEBRUARY 12th.
All the "TIT-BITS" of his programmes, including the Scenic One Man Farce "ELECTRICITY,"
will be presented.
Box Plan open at Watson's Kowloon Dispensary.

Admission.....\$2, \$3 & \$1
Doors open at 8.30. Overture at 9.
Note.—This will be Freeman's last appearance in Hongkong. Canton this Thursday.

Hongkong, 8th February, 1904. [464]

MUSIC.

RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate.

L. A. DE GRACA,
83, Post Street, or
Care of Daily Press Office.

Hongkong, 11th August, 1903. [8]

WANTED.

CHINESE CLERK; must be Good Penman and Quick at Figures.

Apply to
THE SINGER MANUFACTURING CO.
Hongkong, 5th February, 1904. [127]

WANTED LESSONS IN RUSSIAN.

GENTLEMAN desires to take LESSONS in RUSSIAN; slight previous knowledge.

Address—
No. 557,
Care of Daily Press Office.
Hongkong, 5th February, 1904. [429]

WANTED.

BY a Young Man of certain experience, situation in a Mercantile Office or Bank.

Apply by letter to—
"D. P. M."
Care of Daily Press Office.
Hongkong, 6th February, 1904. [443]

WANTED.

A GOOD CHINESE SALESMAN. Must be able to Speak and Write English well. Good references required.

Apply to—
"A. B. C."
Care of Daily Press Office.
Hongkong, 6th February, 1904. [444]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
27, DES VUEX ROAD CENTRAL HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [2490]

JURY LIST 1904.

NOTICE IS HEREBY GIVEN that Pursuant to the Provisions of the Jury Consolidation Ordinance, 1897, I have this day caused to be posted, at the chief entrance to the Court House, a List of all persons ascertained by me to be liable to serve as Jurors.

The said List will remain so posted until THURSDAY, 18th inst., in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH,
Acting Registrar.

Supreme Court House,
Hongkong, 3rd February, 1904. [446]

PUBLIC COMPANIES

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY ANNUAL GENERAL MEETING of the above Company will be held at the REGISTERED OFFICES of the Company, 38 & 40 Queen's Road Central, on WEDNESDAY, the 10th FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 13th FEBRUARY, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 27th January, 1904. [365]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers, Pedder's Street, at 12.30 P.M. on WEDNESDAY, 10th FEBRUARY, to receive a Statement of the Company's Accounts to 31st December, 1903, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th FEBRUARY, both days inclusive.

JARDINE MATHESON & CO.,
General Managers.

Hongkong, 29th January, 1904. [287]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1903.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1904. [388]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERED OFFICES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of FEBRUARY, both days inclusive, during which period no Transfers of Shares can be registered.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22th January, 1904. [385]

HONGKONG AND WHARF DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd FEBRUARY, 1904, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22d FEBRUARY, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 1st February, 1904. [399]

FOR SALE.

THE NEW AMOY HOTEL.
For particulars, apply to—
F. H. LUCASSEN,
Proprietor, Amoy.

Amoy, 20th January, 1904. [321]

FOR SALE.

THE BUSINESS of an Old-Established Mercantile Firm in Hongkong, including name, goodwill, and Office Furniture.

Apply, by letter, to—
BUSINESS,
Care of Daily Press Office.
Hongkong, 12th January, 1904. [205]

PRIZE COMPETITION.

THE BUILDING COMMITTEE of the CLUB CONCORDIA, Shanghai, hereby invite the resident Architects and those of Hongkong, Tientsin, Yokohama and Tsingtau, to compete for the prizes hereafter named in designing the plans of a new Club Building, to be erected on the corner lot Bund and Jinke Road, Shanghai.

There will be 3 prizes allotted for the best designs, viz. one of \$1500, one of \$750, and one of \$500.

The plans, which are to be marked by a cipher and the word "BAUWETBEWERB," are to be forwarded to the Secretary of the Club Concordia, Shanghai, not later than March 25th, 1904. At the same time the competitor has to forward a sealed envelope, containing his name, with the above cipher as address; this envelope will be opened after the prizes have been awarded.

The Building Committee reserve to themselves the right to carry out any one or more of the plans awarded the prizes, or to make use of parts of them for the new Building.

The plan of the Building Lot, also the general Specification of details, are obtainable, free of charge, on application to:
The Secretary of the Club Concordia, Shanghai;
The Secretary of the Club Germania, Hongkong;
The Secretary of the Club Concordia, Tientsin;
The Secretary of the Club Germania, Yokohama;
or the Manager of the Hotel Prinz Heinrich, Tsingtau.

Shanghai, 30th January, 1904. [438]

NOTICES OF FIRMS

DENTAL NOTICE.

I HAVE This Day Resumed Practice.
CHADWICK KEW.
Hongkong, 5th February, 1904. [428]

THE whole interest and responsibility of the business of the Italian Far East Trading Company has this day been transferred by Mr. A. and P. P. MUSSO to Mr. G. BADOLO, who will CARRY ON the Business on his own account at the present address.

LUIGI A. MUSSO,
F. P. MUSSO,
G. BADOLO,
Acting Managers.

Italian Far East Trading Company,
10, Des Vaux Road Central.
Hongkong, 1st February, 1904. [43]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 10th FEBRUARY, 1904, commencing at 11 A.M., with an interval from 12.30 to 2.30 P.M., at his SALES ROOMS, Duddell Street, WITHOUT RESERVE, A VERY FINE COLLECTION OF JAPANESE ART OBJECTS AND SILK EMBROIDERIES, CHOICE SPECIMENS OF SILVER CLOISONNE, FINELY PAINTED SATSUMA, OLD BRONZE VASES, CARVED IVORIES, OLD PRINTS BY UTAMARU, FINE CUT VELVET PICTURES, &c.; Also VERY RICHLY EMBROIDERED SILK PALACE HANGINGS, DRAPEY, KIMONOS, &c.

Terms:—As usual.

On View from Tuesday p.m., the 9th inst.

GEORGE P. LAMBERT,
Auctioneer.

Hongkong, 5th February, 1904. [437]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on WEDNESDAY, the 10th FEBRUARY, 1904, at 12 o'clock Noon, off WARDLEY PIER, The Steam Launch "SCHAMLEN," Length 70 feet, Beam 13 " Draught 5 " Engines, Double Expansion; Speed, 10 miles. The Launch has hitherto been used by the Imperial German Navy as a Gunboat on the West River. The Hull and Engines are in excellent condition.

An Inventory and further particulars can be had from—
GEORGE P. LAMBERT,
Auctioneer.

Hongkong, 4th February, 1904. [421]

PUBLIC AUCTION.

THE Undersigned have received instructions from Rear-Admiral ROBINSON to offer for Sale by Public Auction, on WEDNESDAY, the 10th FEBRUARY, 1904, at 3 P.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), his Yacht "VERNON"

24 Footer—Y. R. A. Designed by PAYNE, Southampton; Built by DUCK CO., Hongkong; Sails by LAPHORN, Cowes.

Present set of Spars: Hollow Mast, Boom and Yard, Spare Solid Spars; 2 Masts, 1 Boom and 2 Yards.

Present Main Sail and Jib new, this Season, well setting.

Other Sails Comprise:—Main Sail, Jib, 2nd Jib and Spinnaker of last Season. All in good order.

Boat in perfect order and Winner of this Season's Championship as well as the Commodore of the Yacht Club's Cup and other Cups.

The Yacht may be seen at Kowloon Naval Depot.

For orders to view, apply to
HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th February, 1904. [422]

GREAT REDUCTION IN PRICES.

MR. H. RUTTONJEE begs to announce that his Revised Price List is now ready, and copies can be had on application. The prices therein will be found to have been considerably brought down and fixed at as low a figure as could be maintained in view of the vagaries and uncertainties of Exchange of late.

Local and Coast Port Orders will be promptly attended to, and goods despatched by first steamers.

Special Rates to Hotels, Messes, Boarding Houses, and Large Consumers.

H. RUTTONJEE,
No. 5, D'Agular Street, and
36 to 38, Elgin Road, Kowloon.
Hongkong, 5th February, 1904. [425]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 38, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902. [3518]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1903. [5]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE CARTRIDGES 8, 10, 12, 16, 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [1]

BANKS

GUARANTY TRUST COMPANY NEW YORK (AMERICAN BANK).
ESTABLISHED 1864.

PAID-UP CAPITAL U.S. \$2,000,000 Gold
RESERVE AND UNDIVIDED PROFITS 5,180,000
" 7,180,000

HEAD OFFICE—NEW YORK.

LONDON OFFICE—33 & 35, Lombard St., E.C.
F. C. BISHOP, Manager, Eastern Department.

LONDON BANKERS—PARRE'S BANK, LD.

HONGKONG OFFICE—A, DES VUEX ROAD.
General Banking and Exchange business transacted.

INTEREST allowed at Current Rates.
E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [38]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNPAID " 6,000,000
RESERVE FUND " 9,210,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang
Peking

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED
PARRE'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum

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THE ROBINSON PIANO Co. (LIMITED)

JUST RECEIVED.

MAGNIFICENT PIANOS

BY

RACHALS

KRAUSS

STUART

BECHSTEIN

HOPKINSON

HAAKE

EACH THE

BEST IN

ITS CLASS.

VERY MODERATE PRICES

FOR CASH OR

CREDIT TERMS

ALSO

KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3335]

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.

Cash Security ... \$225,719

Total Losses Paid ... \$2,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO. Agents. [194]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO. Agents. [267]

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £25,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 2,867,215 11 1

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents. [1898]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA-TRADING CO. Hongkong, 26th November, 1903. [2160]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. [1]

Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO. Agents. [199]

Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO. Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. [19]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work. FURNITURE WAREHOUSEMEN.

ACHUE & CO., Established 1859.
Furniture Dealers, Silver-plated, China Glass and Iron Wares. 17A, Queen's Road Central.

JEWELLERS.

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 49 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHER.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; 110, 8A, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE
Prints read by Englishmen.

STOREKEEPERS.

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Raltjen's Genuine Composition Red Band Brand.

DISMARECK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 14, Des Vaux Road.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saazer Hops and finest Pilsener Malt only, and warranted not to contain any Chemicals in any form. The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents. [450]

Hongkong, 25th July 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.

On and after the 1st January, 1904, the Passage Rates will be by Mail steamers—

First Saloon	Second Saloon
To London £85	£42
To Marseilles £61	£31
To Brindisi £61	£31

Return tickets are issued at a fare and a half available for 2 years.

The proposed sailings are:—

Departure from Hongkong	Connecting at Colombo
S.S. Malta February 13th	S.S. Moldavia
S.S. Chusan February 27th	S.S. Arcadia
S.S. Ballarat March 13th	S.S. Australia
S.S. Coromandel March 26th	S.S. Oceana
S.S. Simla April 9th	S.S. Mongolia
S.S. Bengal April 23rd	S.S. China
S.S. Malta May 7th	S.S. Himalaya
S.S. Chusan May 21st	S.S. Marmora

Good accommodation can be arranged, on booking, in the connecting steamers at Colombo, which now include the new steamers Moldavia, Mongolia and Marmora.

INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers are now: To London 1st Saloon £50, 2nd Saloon £25.

Return tickets available for 2 years can now be issued at a fare and a half.

Return tickets available for two years are also issued home by Intermediate and out by Mail steamer or vice versa.

Notes on application.

When these steamers call at Marseilles, tickets can be issued so that port at £46 First Saloon £33 Second Saloon £17.

E. A. HEWETT,
Superintendent. [3240]

Hongkong, 11th January, 1903.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [448]

DAVID CORSAIR & SONS
MERCHANT NAVY
NAVY BOILER
ONG PLATE
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBEK & CO.
Sole Agents. [3486]

AMOI ENGINEERING CO., LD., AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,
Manager. [78]

HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LD.

ANNUAL MEETING.

The annual meeting of the Hongkong, Canton and Macao Steamboat Company, Ltd. was held on Saturday at the Company's offices, Wyndham Street, at noon. Hon. C. W. Dickinson presided, and there were also present: Messrs. N. A. Siebs, E. Goetz, H. E. Tomkins, A. Haupt, E. R. Fuhrmann, C. A. Tomes, F. A. Gomes, H. Schubart (Directors), Thos. Arnold (Secretary), J. R. Michael, J. Arnold, R. C. Wilcox, J. Noble, Captain Clarke, E. J. Moses, W. G. Winterburn, G. T. Veitch, T. S. Forrest, and J. Barton.

The SECRETARY having read the notice convening the meeting, the CHAIRMAN said—Gentlemen, I propose that as usual the report and accounts be taken as read. Your directors regret to have to come before you with so much poorer results than they have been in the habit of presenting to you of late years. The cause of this heavy falling off in our profits is already well known to you. Constantly increasing opposition on all the lines of our trade has obliged us to cut rates in many directions to an unremunerative point, and a new feature of the trade with which we now have to contend is the competition of subsidized and bounty-fed foreign steamers.

Fortunately, our equalization fund set aside for the purpose enables us, for a time at least, to maintain our usual dividend. The principle of imposing disabilities on foreign shipping, corresponding to the support they receive from their Government in the shape of subsidies, is in accord with the policy now being so ably advocated by Mr. Joseph Chamberlain, and we can only hope the day is not far distant when that principle will be applied in this Colony where British trade is struggling against such unfair competition (hear, hear). Our new steamer *Kinshan* has been running for some months and has proved herself to be well suited to the trade. The triple daily service to and from Canton has not yet been so successful from a financial point of view as we could wish, but our experience in the past has been, that it generally takes a year or two for an extra steamer to make a trade for herself, and we confidently anticipate that, as time goes on, the outlay on this fine vessel will be justified by an increased volume of business. The new steamer for the West River trade has been launched, and it is expected, will be ready for service in two or three months. In addition to this boat, the Company has on joint account with the Indo-China Steam Navigation Company and the China Navigation Company acquired a steam-lighter specially designed for the West River trade, which was imported in pieces and is now being put together in the Colony. It is in contemplation to resume the direct trade between this Colony and the West River as soon as these two craft are completed. The accounts cover the usual items of receipts and expenditure. You will observe that the interest earned on investments is some \$8,000 less than it was the previous half-year; this is partially owing to the withdrawal of funds from investment for building purposes, but principally to the larger amount received for annual as well as half yearly dividends on shares during the first six months of the year, the usual practice of carrying a portion of these over to the second half-year having been inadvertently departed from. I think the other items explain themselves sufficiently, and unless further information be desired I will propose the adoption of the report and accounts as presented.

There were no questions.

The CHAIRMAN proposed the adoption of the report and accounts.

Mr. R. C. WILCOX—I cannot on this occasion repeat the somewhat stereotyped phrase that I have much pleasure in seconding the adoption of the report and statement of accounts; I do so as a duty, with regrets that circumstances have been so adverse and results so meagre, comparatively speaking. The remarks made by the Chairman as to the new subsidized competition we have now to meet will, I am sure, be endorsed, not only by the shareholders in this company, but by all those interested in Colonial shipping. This Company is accustomed to competition—has accepted it as a matter of course. The river was open to all, and the competition was, until quite recently, on equal terms. Within the past few years, however, the shadow of coming events was visible in the form of a small subsidy given to certain Chinese craft flying the French flag. Now we have steamers on the river running between France, and receiving a subsidy, which practically ensures them against loss. We do not ask for any advantages for this Company's steamers; we should not get a subsidy if we did ask for it; but it seems to me that we have a right to stipulate that competitors who come here to fight for a share of our loaf should, at least, be asked to strip off their coat of mail before being allowed to enter the lists (applause). With these few remarks I beg to second the adoption of the report and accounts.

The motion was agreed to.

On the motion of Dr. NOBLE, seconded by Mr. MICHAEL, the appointment of Mr. C. A. Tomes to the directorship was confirmed.

The CHAIRMAN proposed and Mr. VEITCH seconded the resolution of Messrs. A. O'D. Gordan and W. H. Potts as auditors.

The motion was agreed to.

Mr. WILCOX—I am in order I should like to propose the following resolution:—That copies of the minutes of this meeting be forwarded to the Colonial Secretary with the request that His Excellency the GOVERNOR, in transmitting the same to the right hon. the Secretary of State for the Colonies, with such representations thereon as he may think fit to offer, give due effect to the remarks that have been made with regard to subsidies.

Mr. MICHAEL seconded, and the motion was agreed to.

Dividend warrants will be ready to day (Monday).

HONGKONG ROPE MANUFACTURING CO., LD.

TWENTIETH ORDINARY MEETING.

The twentieth ordinary general meeting of the above company was held at the offices of the company, 14, Des Vaux Road, at 11 a.m. on Saturday. Those present were Mr. C. A. Tomes (chairman), and Messrs. A. J. Raymond, D. E. Brown, J. H. Lewis, G. H. Potts, G. W. F. Playfair, Dr. Noble, A. Babington, E. Haskell, and R. Henderson (Secretary).

The Secretary having read the notice convening the meeting, the CHAIRMAN said—Gentlemen:—I propose to adopt the usual course and omit the reading of the report, which has been before you several days. The result of the year's working approximates that of last year. We declare the usual dividend (the same as we have paid for three years), and the allowance for depreciation, the transfer to reserve, and the carry-forward are all very much as before. This has been accomplished by our having made a larger turn-over. We regret that the cost of the raw material has been maintained at the late high level; in fact, we have bought dearer hemp this year than ever before and the margin between it and the selling price of rope has narrowed again. Our percentage of profit is therefore smaller, but it makes competition with us more difficult for the Japanese and other manufacturers. The output of hemp in the Philippines last year was the largest on record, over one million bales, but the consumption seems to keep pace well with this increased production. There has been no notable change in our business, the steady demand for rope for shipping uses having continued. We have made fewer special ropes for oil-boring than before, but the enquiry for them never reached important figures. Some falling off is noted in the consumption of bale lashing in the North, and this is accounted for by consumers finding iron bands more suited to their purpose and by a decreased export of hides and similar merchandise. The Philippine Tariff Bill, exempting hemp shipped by direct bottoms to the United States from export duty, has not affected our business to any appreciable extent. It has enabled California manufacturers to enter the Australian market and so increased competition there, but our share of that trade is not of great importance. The British and some of the Continental Governments have entered protests at Washington against that particular piece of legislation, as contrary to the declared "open door" policy of the United States in regard to the Philippines. We are sceptical, however, of any useful issue of this protest, unless the bill can be proved to be in violation of treaty. A mere appeal for consistency I fear will not be cogent enough to force a repeal of the law in these days of so much popular discussion of closed doors and retaliation. The ostensible object of the bill was to promote Philippine trade and to benefit the American farmer. I venture to say nothing has been gained towards these ends, although consumption, it is true, has increased, but the American cordage industry has been able in 1903 to get its supply of hemp for half a million dollars gold less than it would otherwise have done, and this at the expense of the nation generally. The factory and its machinery have been kept in a thoroughly efficient state, and we anticipate no call in the immediate future for expenditure on increased plant. The machinery was in operation last year only 223 days out of the 300 odd working days, so we have some room for expansion yet to meet increased calls for our manufacture.

Not questions being asked, the CHAIRMAN moved the adoption of the report and accounts.

Mr. PLAYFAIR seconded, and the motion was carried.

Mr. POTTS proposed, and Dr. NOBLE seconded, the re-election of Messrs. A. J. Raymond, D. E. Brown, and J. H. Lewis to the consulting committee, which was carried.

Mr. LEWIS proposed, and Mr. BROWN seconded, that Messrs. T. Arnold and W. H. Potts be re-elected auditors, which was carried.

The CHAIRMAN—Dividend warrants will be ready this afternoon. That is all the business; thank you for your attendance.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Lai-Chi-Kok in the West by Southernly direction at ranges from 1,800 to 3,000 yards at Barrel Targets, commencing at 2.30 p.m. on TUESDAY, the 16th FEBRUARY, 1904, if the range is clear.

By Command, A. M. THOMSON, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 4th February, 1904. [434]

HONGKONG CRICKET CLUB.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS called for Tuesday, the 9th February, is hereby POSTPONED until FRIDAY, the 12th FEBRUARY, at 5 p.m. in the CRICKET PAVILION.

The following Resolutions will be proposed:—

1. That a New Pavilion be erected at the Cricket Ground at a total cost not exceeding \$4,000.
2. That the plans of Messrs. DENISON, RAM & GIBBS be accepted.
3. That the Tender of KING TAK CHENG be accepted.
4. That the sum required be raised by the issue of 6 per cent. Debentures of the face value of \$50 each, repayable in 10 yearly drawings commencing on 31st October, 1905.
5. That Rule 16 be amended by substituting \$15 for \$10.

By Order, A. G. WARD, Secretary. Hongkong, 5th February, 1904. [433]

IF YOU HAVE ACQUIRED A TASTE FOR

EGYPTIAN CIGARETTES

TRY

"NELISTA"

A GOOD SMOKE AT MODERATE COST.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. [42]

JAPAN COALS.

mitsui BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, MARK STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Kanasa, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanai, Fujinohara, Mameda, Manaoara, Onoura Onogi, Sasahara Tsabakuro, Yoshinohara, Yoshio, Yunkobara, and other Coals.

N. INUZUKA, Manager, Hongkong [95]

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.

HOTEL

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Newirth.

BAR

Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in attendance.

STABLES.

Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, first horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,
PROPRIETORS. [268]

CONDITIONS LIBERAL PREMIUMS MODERATE.

STANDARD LIFE OFFICE.

Which has been for so many years well known in the East, offers the combined advantages of a Local Office and of a large BRITISH institution with an established reputation for liberality in its dealings with its Policy-holders.

NAVAL AND MILITARY OFFICERS

CAN IN TIME OF PEACE (at a Small Extra charge) effect Standard Policies which cover the

RISK OF WAR.

For full information and prospectus, apply to

J. ODWELL & CO., LD., AGENTS,
QUEEN'S BUILDINGS.
Hongkong, 4th February, 1904. [419]

BUTTERFIELD & SWIRE,
Agents

LONDON AND LANCASHIRE ROYAL EXCHANGE PALATINE ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903 [1319-2]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS FACTORY, CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.)

PURVEYOR TO THE BRITISH FIELD FORCE CANTERNS IN SOUTH AFRICA.

BRANCHES:
Bombay... 20, Esplanade Road.
Calcutta... 4, Dalhousie Square.
Rangoon... 72, Merchant Street.
London... 19, Basinghall St., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO., HONGKONG [44]

SHIPPING.

ARRIVALS.
Feb. 5, Avoca, British str., 3,410, Pampus, Bangkok, Straits and Singapore 20th Jan. General—JARDINE, MATTHEWS & CO.
Feb. 6, BENGAL, British str., 1,332, Potter, London 7th December. General—GIBB, LIVINGSTON & CO.
Feb. 6, BORNEO, British str., 4,772, G. W. Gordon B.N.K. London 24th Dec. General—P. & O. S. N. Co.
Feb. 6, CHANGSHA, British str., 1,463, T. Moore, Sydney via Manila 18th Jan. General—BUTTERFIELD & SWIRE.
Feb. 6, PAUANG, British str., 1,410, R. Cox, Java 20th January. Sugar—JARDINE, MATTHEWS & CO.
Feb. 6, HONGKONG, British str., 2,093, R. Pondy, Singapore 28th Jan. and Hoilow 5th Feb. General—CHINESE.
Feb. 6, KANG, British str., 1,142, Badley, Manila 3rd Feb. Hemp—BUTTERFIELD & SWIRE.
Feb. 6, KONGCHANG, German str., 1,292, T. Spinson, Bangkok 27th January. Rice—BUTTERFIELD & SWIRE.
Feb. 6, SUI SANG, British str., 1,776, James Young, Calcutta via Singapore 10th Jan. General—JARDINE, MATTHEWS & CO.
Feb. 6, YUENKANG, British str., 1,128, P. H. Rolfe, Manila 3rd February. General—JARDINE, MATTHEWS & CO.
Feb. 7, CAVAL, Italian str., 2,718, G. Belito, Bombay 17th Jan. and Singapore 29th. General—CARLOWITZ & CO.
Feb. 7, DAIGI MARU, Japanese str., 846, T. W. Groves, Tamsui, Amoy and Swatow 6th Feb. General—OSAKA SHOSHEN KAISHA.
Feb. 7, ERNEST SIMONS, French str., 2,162, Charbonnel Yokohama 29th Jan. Mails and General—MESSAGERIES MARITIMES.
Feb. 7, HALLONG, British str., 783, Gibson, Swatow 6th February. General—DOUGLAS LAIPRAK & CO.
Feb. 7, HATUM, British str., 636, W. C. Passmore, Tamsui 1th Feb. and Amoy 5th. General—DOUGLAS LAIPRAK & CO.
Feb. 7, MICHAEL JENSEN, German str., 710, A. P. Udrup, Haiphong 2nd February and Hoilow 5th. General—JENSEN & CO.
Feb. 7, MUREX, British str., 2,329, Holliday, Palembang 17th Jan. and Swatow 6th Feb. Oil—ARNOLD, KARRER & CO.
Feb. 7, NESTOR, British str., 2,386, W. C. Lynd, Shanghai 2nd February. General—BUTTERFIELD & SWIRE.
Feb. 7, RADNORSHIRE, British str., 1,889, C. Burrell, Japan and Shanghai 2nd Feb. General—SHEWAN, TOMES & CO.

DEPARTURES.
6th February.
ASPERN, Austrian cruiser, for Canton.
BENTON, British str., for Yokohama.
CENTURION, 1st class Battleship, for Miss Bay.
DEWANG, German str., for Bangkok.
EMMA LUYKE, German str., for Haiphong.
JOHANN, German str., for Saigon.
KAWAN, Chinese str., for Shanghai.
MARISTOW, British str., for Calcutta.
OSAKA, British str., for Singapore.
RUBI, British str., for Manila.
SIKH, British str., for New York.
SO TSMAN, Japanese str., for Kobe.
THALES, British str., for Swatow.
7th February.
BOURDON, French str., for Saigon.
HAILAN, French str., for Pakhoi.
HATIAN, British str., for Coast Forts.
KENNEDY, British str., for Shanghai.
MAIDZUKU MARU, Japanese str., for Aomori.
VESSELS IN DOCK.
6th February.
ABERDEEN DOCKS.—Triton, Peru.
K. WILSON DOCK.—H.G.M.S. Merve, Tartar, H.M.S. Glory, Ellen Rickmers, Vigilant, Perla, Lydia, Sanghaing, Lin Tan, Wuchang, Hae, Kaifong, Hana.
COSMOPOLITAN DOCK.—Triton, Borneo.

VESSELS ON THE BERTH
NIPPON YUSEN KAISHA.
TRANS-PACIFIC SERVICE.
FOR VICTORIA B.C. AND SEATTLE, WASH. (via SHANGHAI, MOJI, KOBE AND YOKOHAMA).
THE Company's Steamship
"AKI MARU,"
Captain J. W. Ekstrand, will be despatched as above TO-MORROW, the 9th inst., at 4 P.M.
For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 1st February, 1904. [40]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"AUSTRALIAN,"
Captain G. Schmidt, will be despatched for the above ports on or about TUESDAY, the 9th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 4th February, 1904. [2]

FOR YOKOHAMA, KOBE AND 'SINGTAU.'
THE Steamship
"ANDALUSIA,"
Captain G. Schmidt, will be despatched for the above ports on WEDNESDAY, the 10th inst., at DAYLIGHT.
For Freight, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 2nd February, 1904. [409]

NAVIGAZIONE GENERALE ITALIANA.
(Fiorio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGNORI and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALZAO. (Taking Cargo at through rates to PERSIAN GULF and ADEN, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"CAPRI,"
Captain Belito, will be despatched as above on THURSDAY, the 11th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 1st February, 1904. [4]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	MALTA	Brit. str.	G. L. Daniel	P. & O. S. N. Co.	13th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP, &c.	PAERMO	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	KINTUCK	Brit. str.	.....	BUTTERFIELD & SWIRE	16th inst.
LONDON & ANTWERP	MOTUNE	Brit. str.	.....	BUTTERFIELD & SWIRE	1st March.
LONDON & ANTWERP	PAULUS	Brit. str.	.....	BUTTERFIELD & SWIRE	15th March.
LONDON & ANTWERP	PAC LING	Brit. str.	.....	BUTTERFIELD & SWIRE	16th March.
BREMEN, via PORTS OF CALL	B. SIMONS	Freestr.	Charbonnel	MESSAGERIES MARITIMES	17th inst., at Noon.
HAVRE, COPENHAGEN & BALIC PORTS	GERA	Dan. str.	R. Dahl	MELCHERS & CO.	To-morrow, 1 P.M.
HAVRE & HAMBURG	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	About 10th inst.
HAVRE & HAMBURG	ALFESIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	20th inst.
HAVRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	22nd March.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	22nd March.
GENOA, MARSEILLES & LIVERPOOL	ANDALUSIA	Ger. str.	v. Dolron	HAMBURG-AMERIKA LINIE	5th April.
GENOA, MARSEILLES & LIVERPOOL	KEZUN	Brit. str.	.....	BUTTERFIELD & SWIRE	22nd inst.
TRIESTE, &c. via SINGAPORE, &c.	AGAJ	Brit. str.	Damianovich	BUTTERFIELD & SWIRE	20th March.
NEW YORK, via PORTS & SUEZ CANAL	GISELA	Brit. str.	.....	DODWELL & CO. LD.	About 1st Mar.
VANCOUVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	10th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TARTAR	Brit. str.	J. W. Ekstrand	CANADIAN PACIFIC R. CO.	To-morrow, 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	AKI MARU	Brit. str.	A. Dixon	DODWELL & CO. LIMITED	13th inst.
PORTLAND, OREGON	OLYMPIA	Brit. str.	.....	BUTTERFIELD & SWIRE	14th inst.
AUSTRALIAN PORTS	AGAMEMNON	Brit. str.	Hollingsworth	PORTLAND & ASIATIC CO.	13th inst.
AUSTRALIAN PORTS	INDRAPURA	Brit. str.	.....	BUTTERFIELD & SWIRE	12th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TSINAN	Brit. str.	.....	GIBB, LIVINGSTON & CO.	19th inst., at Noon.
YOKOHAMA, KOBE & TSINGTAU	EMPIRE	Brit. str.	Holms	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA, KOBE & TSINGTAU	BORNEO	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	.....	HAMBURG-AMERIKA LINIE	10th inst., D'light.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANDALUSIA	Brit. str.	G. Schmidt	SHEWAN, TOMES & CO.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	MESSAGERIES MARITIMES	About 9th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	About 14th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	14th inst., 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	16th inst., 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	To-day, at 1 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	10th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	13th inst., 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	20th inst., 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	About 1st Mar.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	11th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	G. C. Cundy	P. & O. S. N. Co.	Quick despatch.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 20th April.
Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.
" " Intermediate on Steamers, } £40. " " £42.
" " 1st and 2nd Class Rail, }

ON TUESDAY, the 9th February, 1904, at 1 P.M., the Company's Steamship, "ERNEST SIMONS," Captain Charbonnel, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITIMENTS.
This Steamer connects at COLOMBO with the Australian line as "Dumbas," bound for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 8th February. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 30th January, 1904. [2]

THE EAST ASIATIC COMPANY, LIMITED
FOR HAVRE, COPENHAGEN AND BALIC PORTS.
THE Danish Steamer
"PRINS VALDEMAR,"
Captain Kock, will leave for the above ports on or about WEDNESDAY, the 10th February.
For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 10th January, 1904. [249]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"MALTA,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 13th FEBRUARY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
For further particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, 3rd February, 1904. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE,"
Captain Helms, will be despatched for the above ports on FRIDAY, the 19th inst., at Noon.
This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 2nd February, 1904. [205]

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
E. B. BROWN, General Agent, 9, Pedder Street.
6.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 13th Feb., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 20th Feb., 10 A.M.
PERLA	1930	A. H. Notley	.....	.....

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 1st February, 1904. [16]

NORTHERN PACIFIC LINE.
NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
via
SHANGHAI, MOJI, KOBE AND YOKOHAMA.
Steamer. Tons. Captain. Sailing Date.
• OLYMPIA 2,837 A. Dixon Saturday, February 13th
• SHAWMUT 9,606 W. M. Smith Friday, February 19th
• TACOMA 2,812 M. Ridley Friday, February 26th
• VICTORIA 3,502 J. Truebridge Wednesday, March 16th
• TREMONT 9,606 T. W. Garlick Friday, March 25th
• OLYMPIA 2,837 A. Dixon Wednesday, April 27th

* Not carrying second class passengers.
FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9,606 tons T. W. Garlick About 1st March.
S.S. SHAWMUT 9,606 tons W. M. Smith About 30th April.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 26th January, 1904. [7]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
ALEXIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 9th Feb. Freight
Capt. Schönfeldt	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 20th Feb. Freight.
C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 2nd Mar. Freight.
SITHONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 22nd Mar. Freight.
Capt. Hildebrandt	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 22nd Mar. Freight.
SAMBIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 22nd Mar. Freight.
Capt. Schmidt	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 22nd Mar. Freight.
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 5th April. Freight.
Capt. v. Dührn	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 5th April. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 2nd March
BOON	WEDNESDAY 30th March
PREUSSEN	WEDNESDAY 13th April
* HAMBURG	WEDNESDAY 27th April
PRINZ HEINRICH	WEDNESDAY 11th May
OLDENBURG	THURSDAY 28th May
HATERN	THURSDAY 9th June
SACHSEN	THURSDAY 23rd June
ZIETEN	THURSDAY 7th July
SEYDLITZ	THURSDAY 7th July

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of FEBRUARY, 1904, at Noon, the Steamship "GERA," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 15th February. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th February, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 16th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 4th February, 1904. [5]

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIJIN MARU"	TUESDAY, 16th February, at 10 A.M.
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	SUNDAY, 14th February, at 10 A.M.
	A. HANSEN	February, at 10 A.M.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 5th February, 1904. T. ARIMA, Manager [15]

TOYO KISEN KAISHA
MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.
Owing to the "ROSETTA MARU" and "ROHILLA MARU" being taken up by the Government as transports, our Manila business is at present temporarily suspended, but we hope to resume regular service with suitable vessels at an early date.
For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. MATSUDA, Acting Manager.
Hongkong, 29th January, 1904. [17]

JAVA-CHINA-JAPAN LINE.
HEAD AGENT—R. BISSCHOP, 3, DUNDRELL ST., HONGKONG.
REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN (via MACASSAR)	First half of February	SINGAPORE, JAVA PORTS & MACASSAR	First half of February
TJILATJAP.	Do.	Do.	SHANGHAI & JAPAN	Do.
TJIMAHI	Do.	Second half of February	Do.	Second half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to
THE AGENTS,
THE HOLLAND CHINA TRADING CO.
Telephone No. 201.
Hongkong, 11th January, 1904. [25]

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 20th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 27th February.
GLASGOW and LIVERPOOL	"MENELAUS"	On 4th March.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 11th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 25th March.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"KINTUCK"	On 16th February.
LONDON and ANTWERP	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYNE"	On 1st March.
LONDON and ANTWERP	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"AJAX"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBÉ, and YOKOHAMA.
The s.s. "PELUS" should leave Pacific Coast for this port via Japan on the 16th inst.
The s.s. "PELUS" left Victoria B.C. on the 30th ult., for this port via Japan.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 4th February, 1904. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KWANGSE"	On 8th February.
YOKOHAMA and KOBÉ	"WUCHANG"	On 9th February.
YOKOHAMA and KOBÉ	"CHANGSHA"	On 9th February.
MANILA and CEBU	"KANSU"	On 10th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 12th February.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 5th February, 1904. [12]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, via SHANG- HAI, MOJI and KOBÉ (Passing through the Inland Sea)	"BORNEO" G. W. Gordon, R.N.R.	About 7th February	Freight and Passage.
LONDON, &c.	"MALTA" C. L. Daniel	Noon, 13th February	See Special Advertisement.
SHANGHAI	"BALABAR" C. R. Longden	About 14th February	Freight and Passage.
LONDON, AMSTERDAM and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	"PALERMO" E. G. Andrews	About 17th February.	Freight only.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th February, 1904. [1]

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI via INLAND
SEA OF JAPAN, MOJI, KOBÉ and YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS. CAPTAIN TO SAIL ON
"INDRAPALA" 4,998 A. E. Hollingsworth February 13, 1904
"INDRAPALA" 5,197 W. E. Craven March 15, 1904
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 12th January, 1904

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
TRIESTE AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, LAN-
GKON, COLOMBO, ADEN, SUEZ and
PORT SAID.
(Taking Cargo at through rates to the BRAZIL,
LEVANT, VENICE and ADELATIC PORTS).
THE Company's Steamship
Captain Damjanovich, will be despatched as
above on TUESDAY, the 23rd February, P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Princes Buildings.
Hongkong, 26th January, 1904. [209]

HONGKONG-MACAO LINE.

S.S. "WING CHAT"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong on week
days, at 7.30 A.M.; on Excursion
Sundays, at 3.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin
and service), \$2. Return Ticket \$5.
On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok
Street.
The Steamer runs on Excursion Trips Every
Sunday, and takes only 3 hours to reach Macao.
WING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

NEITHER THE CAPTAIN, THE AGENTS
OR THE OWNERS will be RESPONSIBLE
for any LOSS or DAMAGE sustained by
the Crew or the following Vessels dur-
ing their stay in Hongkong Harbour:
LOTHAR Italian barque, Schiaffino—Carlovits
& Co

NATAL LINE OF STEAMERS.

THE Under-Signed GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Impe-
rial Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG"
951 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
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Hongkong, 30th June, 1903 [27]

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68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [314]

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Hongkong, 13th June, 1903. [334]

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are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on or after the 6th instant.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M. on the 12th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 12th inst. will
be subject to rent.
All Claims against the Steamer must be
presented to the undersigned on or before the
15th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th February, 1904. [10-11]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"SEIDLITZ."
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
To-day, the 5th inst.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th February, will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Friday, the 12th February, at
9.30 A.M.
All Claims must reach us before the 17th
February, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.
**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.**
Hongkong, 5th February, 1904. [5]

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

"MERIONETHSHIRE."
Captain G. C. Cundy, having arrived from
the above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 14th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th inst., at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
**SHEWAN, TOMES & CO.,
Agents.**
Hongkong, 5th February, 1904. [447]

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Hongkong, 4th October, 1903. [283]

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Hongkong, 3rd October, 1900. 54

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